

TRAFFIC COMMISSION REPORT

July 22, 2010

Item VB

LINCOLN STREET AT OAK STREET & AT ALAMEDA AVENUE

ISSUE:

At the regular June 24, 2010, Traffic Commission meeting, Mrs. Sandra Cusick, a Lincoln Avenue resident, shared her concerns regarding the speeding on Lincoln Street and the recent hit and run accident at the intersection of Oak Street and Lincoln. She also requested that north bound through traffic off of Disney Studio be prohibited from travelling on Lincoln Street.

BACKGROUND:

- A) Lincoln Street at Oak Street-The recent hit and run accident at the intersection of Oak Street/Lincoln Street took place on 5/28/2010.
- B) Lincoln Street at Alameda Avenue- This intersection was evaluated as part of the 1998 Rancho Providencia Neighborhood Protection Plan (NPP). No mitigation measures were proposed as the result. See Exhibit 1, Summary: Rancho Providencia Neighborhood Protection Program.

DISCUSSION:

- A) **Lincoln Street at Oak Street-** This intersection consists of two local roadways intersecting each other at right angles with Lincoln Street running north-south and Oak Street, east-west. Presently Lincoln Street has STOP signs, and pavement legends approaching Oak Street. There is adequate sight visibility approaching the intersection from all four directions with the presence of red curbs. All reported accidents from 7/1/2005 to present were reviewed for any accident pattern at this intersection. The reports revealed a total of two accidents which are as follows:
 - On 9/29/2006, the n/b vehicle collided with e/b vehicle. This was as a result of the n/b vehicle entering the intersection without stopping at the marked limit line.
 - On 5/28/2010, the accident was exactly similar to the previous accident except that the n/b vehicle driver fled the scene after the accident. A few days later the driver was found and the report also added that the driver has three suspensions on his license and no automobile insurance.
- B) **Lincoln Street at Alameda Avenue-** This intersection is a three way signalized intersection serving Lincoln on the north side and Disney Studio on the south. The northbound direction exiting the studio has three lanes, left, left-through and right turn lanes. In January 1997 City Council appointed ten residents and one

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commercial representative from the area bounded by Buena Vista, Olive Avenue, Victory Blvd. /Main Street and Alameda Avenue to form the Rancho Providencia Citizens Advisory Committee (CAC). It was formed to study traffic and parking issues in the described area and to provide recommendation to City Council. CAC conducted 19 meetings and two Citywide meetings over the course of 19 months to address: excessive volumes and speeds; safety of pedestrians; traffic violations; and, commercial parking encroachment. Series of improvements and mitigations were approved and project was implemented in two phases in 2000 for total cost of \$675,000.

The records show that the impacts of the employee cut-through traffic from Disney Studio through Lincoln was discussed but did not get approval to change the traffic signal at Alameda to prohibit this movement.

Following are the collected counts and speeds on Lincoln north of Alameda:

| Year | 1996 | 1997 | 2000 | 2001 | 2004 | 2010 |
|--------------|------|------|------|------|-------|------|
| ADT | 658 | 743 | 660 | 789 | 797 | |
| Speed 85% | n/a | n/a | n/a | n/a | 31mph | |

CONCLUSIONS:

The above information confirms that there is no accident history or unusual circumstances at the intersection of Oak/Lincoln to require any changes. The above also confirms that the amount of traffic traveling through Lincoln immediately north of Alameda Avenue is acceptable and is not considered high. Any modification at the intersection of Alameda/Lincoln/Disney Studio to prohibit north-south through movement may impact surrounding streets and requires additional Neighborhood Protection Program similar to the NPP conducted in 1998.

RECOMMENDATIONS:

Staff does not recommend any changes along Lincoln Avenue between Alameda and Oak Street, nor to traffic controls at the intersections of Lincoln/Oak and Lincoln/Alameda/Disney Studio.

Attachment 1- Summary: Rancho Providencia Neighborhood Protection Program

Summary: Rancho Providencia Neighborhood Protection Program

Rancho Providencia is a largely residential neighborhood of about 800 single family homes located in southern Burbank and bounded by four major travel corridors: Buena Vista Street, Olive Avenue, Main Street, and Alameda Avenue. Traffic congestion on the surrounding major streets and dense office and commercial development on the periphery of the neighborhood resulted in high levels of through traffic on neighborhood streets. Additionally, employee parking from adjacent commercial offices tended to spill over into the nearby residential streets. The combination of traffic demand, travel speed and parking on local residential streets produced an unacceptable environment for the residents of the area.

The Burbank City Council established Rancho Providencia neighborhood CAC, consisting of ten neighborhood residents and one representative of the commercial community, in January 1997. The CAC held total of eighteen committee meetings and two community-wide meetings were held to poll the neighborhood for input to the traffic issues. In addition to problems associated with traffic safety, noise and other mobility issues, residents identified specific concerns related to parking and commercial vehicles.

After receiving the neighborhood perceptions of existing problems, the CAC conducted a comprehensive measurement program to quantify existing traffic and parking conditions. The initial data collection included the measurement of traffic volumes on each street in the neighborhood. Additional intersection turning movement data, travel speeds, parking counts and pedestrian information was collected in a second phase of data collection. The committee also reviewed programs for the improvement of the major traffic arteries surrounding the neighborhood. The entire information gathering process took a total of eighteen months.

The CAC devised an improvement plan for the neighborhood that included both traffic calming mechanisms and quality-of-life enhancements to most of the neighborhood streets. The plan did not include any measures that restrict neighborhood access outright, and its success depended largely on the efficiency of surrounding arterial streets to accommodate the traffic demand. Street construction included the installation of fourteen medians at the major street entrances to the neighborhood (See Attachment A), decorative pedestrian crosswalks, parkway trees on Olive Avenue (Attachment B), and the realignment of three intersections. Commercial vehicle travel restrictions were installed near Jordan Middle School, and parking restrictions were installed on three streets near the most intensely developed commercial office area. Roadway delineation was also modified on several of the residential collector streets.

After the improvement plan was developed, questionnaires were sent to residents on affected streets to determine that a majority of the residents on each street were in agreement with the median treatments on their street. Several of the streets were canvassed twice to insure that a majority of the residents accepted the control features. Median treatments were approved on all but three of the street entrances. At the same time, the restricted parking program was installed on three streets and the modification of lane delineation and truck prohibitions were instituted.

Construction of the landscaped medians and decorative crosswalks was initiated in late 1999, and the project was completed in two construction phases. The initial phase constructed medians and crosswalks on Olive Avenue and a second phase completed the treatments on the remaining Olive Avenue intersections and the intersections to Alameda Street. The two-phase construction program allowed staff and CAC to observe the effectiveness of the treatments, and after review of the median operation, the second phase was constructed. The first phase of the project was completed in May 2000 and the second phase was completed in October 2000. The total Rancho Providencia traffic mitigation project cost about \$675,000 to complete.

Traffic demand was counted on all residential streets and on the arterial corridors surrounding Rancho Providencia in May 2001. The data were collected during the same month as previous counts to insure seasonal variations did not affect the accuracy of the data. The post-project traffic counts showed that the residential streets experienced an average reduction in traffic of between 10 and 15 percent, while traffic on the arterial streets declined about 5 to 10 percent. The resultant decline in traffic demand in the residential area and the overwhelming acceptance of the calming devices proved the project to be successful.

The program achieved the intended goal of reducing or maintaining the amount of traffic on the residential streets in the Rancho Providencia area. With the program now completed, the committee should be disbanded; however, travel conditions in the neighborhood should be revisited periodically to insure the treatments continue to function properly. The use of speed humps should continue to be discouraged in the neighborhood since their use can have a detrimental impact on the overall traffic calming program.